

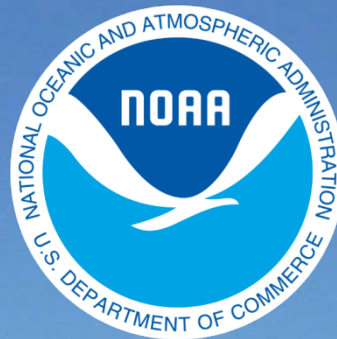
# BookletChart™

## Lake Borgne and Approaches – Cat Island to Point aux Herbes

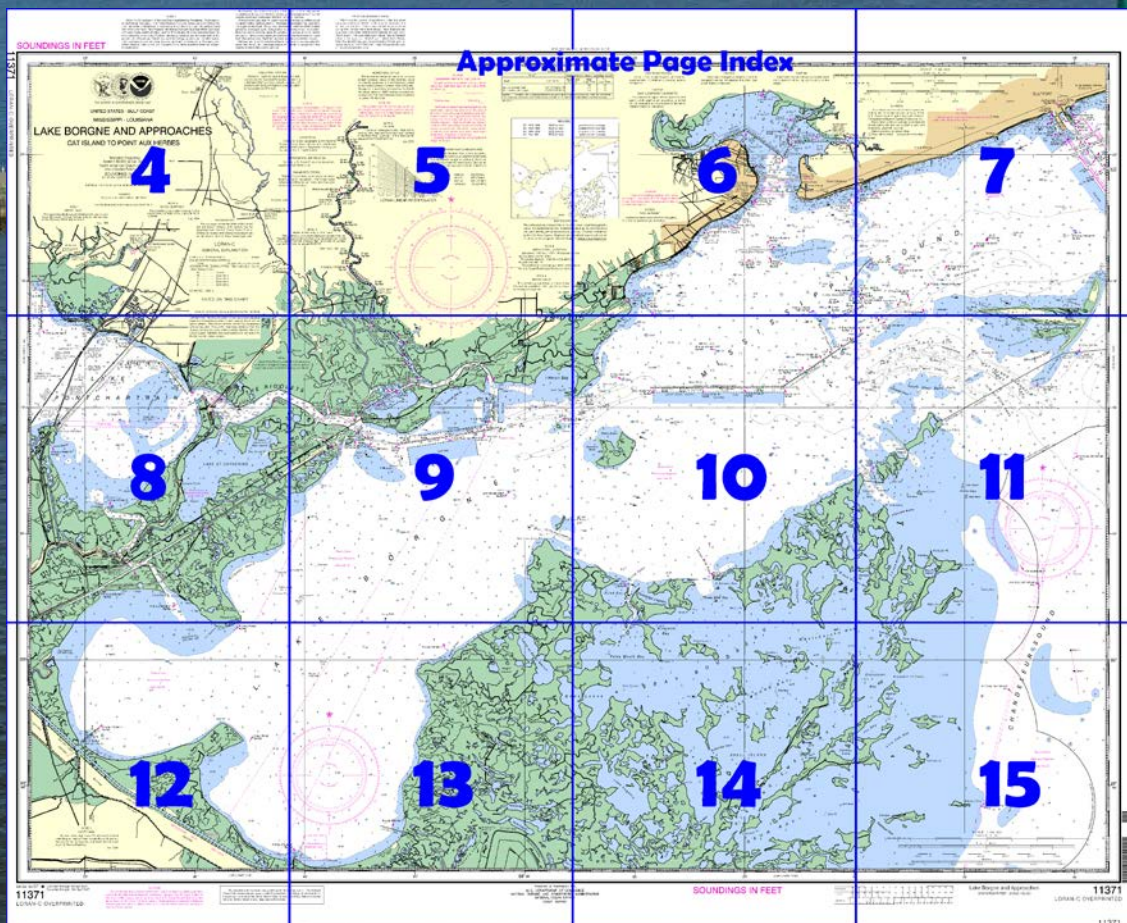
NOAA Chart 11371

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™ ?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

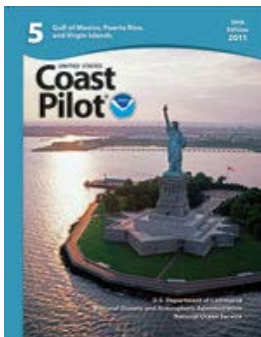
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11371>



**[Coast Pilot 5, Chapter 9 excerpts]**

**Cat Island Channel** has a depth of 12 feet, but leads to lesser depths in the sound. The passage is little used, except by small local craft; the chart is the best guide.

**Pass Marianne** is an alternate passage through the shoals extending across the W end of Mississippi Sound; natural depths are 7 to 18 feet. The pass is frequently used by tugs and barges. Caution should be exercised when navigating this channel as it is subject to change.

**St. Louis Bay.** Depths in the bay vary from 4 to 7 feet and decrease gradually toward the shore. The bottom is soft.

**Bayou Portage** is used by small craft as a harbor of refuge during minor storms.

**Wolf River.** A dredged entrance channel leads N from Bayou Portage Channel to the mouth of the river. The depth was 3 feet. The channel is marked by a daybeacon and lights.

**De Lisle** has a fish camp at which berths and ice are available. A natural launching ramp and gasoline are available nearby. The depth from the Wolf River to the yard was 5½ feet; local knowledge is advised.

**Jourdan River.** A dredged channel leads W in St. Louis Bay for 1.7 miles to the mouth of the river. The depth was 3.5 feet (4.7 feet at midchannel). The channel is marked by a light and daybeacons.

**Watts Bayou.** The depth was 5 feet; local knowledge is advised.

**Edwards Bayou.** The unmarked channel leading to the marina a mile above the mouth had a depth of about 6 feet. Berths, gasoline, diesel fuel, water, ice, a launching ramp, and marine supplies are available.

**Bay St. Louis.** A depth of 7 feet can be carried to within 0.3 mile of the town. The city has a hospital and several clinics.

**Bayou Caddy.** The channel is marked by lights and daybeacons to the mouth of the bayou. The depth was 4.4 feet (5.7 feet at midchannel) to the turning basin just inside the mouth, thence 8.0 feet in the turning basin, thence 6.0 feet in the head of the project. Diesel fuel, water, and ice are available at the fuel dock. Berths, gasoline, marine supplies, a launching ramp are available at the marina.

**Lake Borgne** is partly separated from Mississippi Sound by **Grassy Island, Half Moon Island, and Le Petit Pass Island.** Between the islands and shoals are several navigable passages including St. Joe and Le Petit Passes. Lake Borgne is 6 to 10 feet in depth. Charted and uncharted obstructions are in the lake; caution is advised. The tidal currents through St. Joe Pass have velocities exceeding 1.5 knots at times. A channel leads from the mouth of **West Pearl River** to **Bogalusa**; three locks are each 65 feet wide and 310 feet long, with 10 feet over the sill. The depths were 10 feet above the entrance, and thence 4 feet to Bogalusa. 5 miles above the junction of East Mouth and West Mouth there is a vertical lift bridge with a clearance of 10 feet down and 50 feet up. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KTD-552. Near the town of **Pearl River** there are three bridges; the first two are the twin fixed spans of the Interstate Route 59 with clearance of 35 feet. 200 yards upstream, the Southern Railroad bridge has a clearance of 7 feet..

**Currents** are very irregular and greatly influenced by winds. They set with great velocity through The Rigolets at times, and especially through the draws of the bridges. Velocities of 2.5 knots off Rigolets Light 5 and 3.8 knots at the railroad bridge have been observed. At the railroad bridge westerly currents set WSW onto the fender on the SW side of the draw, and easterly currents set E by N onto the fender on the NE side. The current has an average velocity of 0.6 knot.

The bridge should not be approached closely until the draw is opened, and then only with caution.

**U.S. Coast Guard Rescue Coordination Center  
24 hour Regional Contact for Emergencies**

RCC New Orleans	Commander	
	8th CG District	(504) 589-6225
	New Orleans, LA	

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

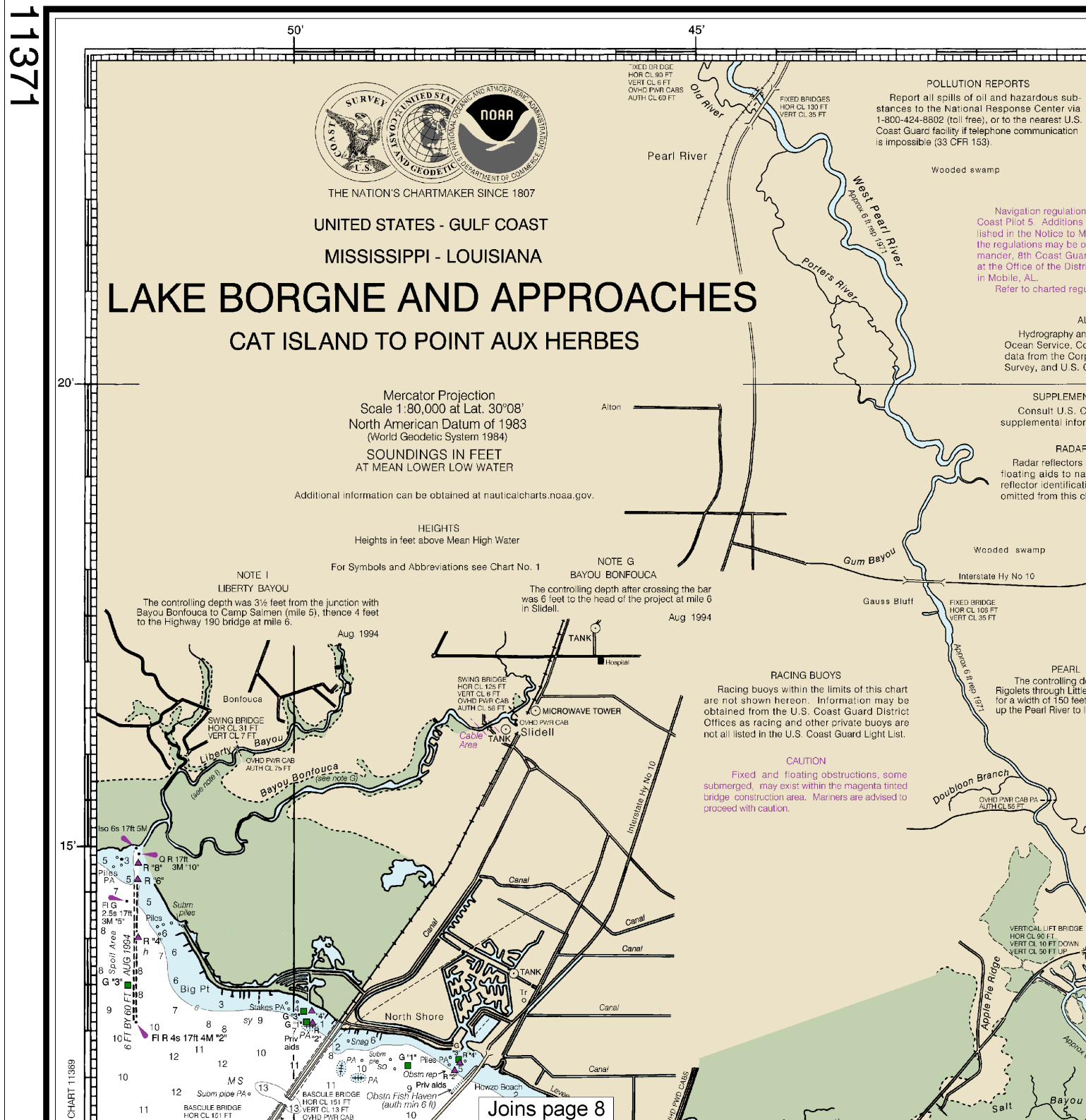
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

## 11371



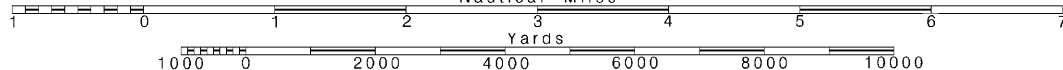
4

Note: Chart grid lines are aligned with true north.

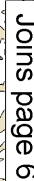
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

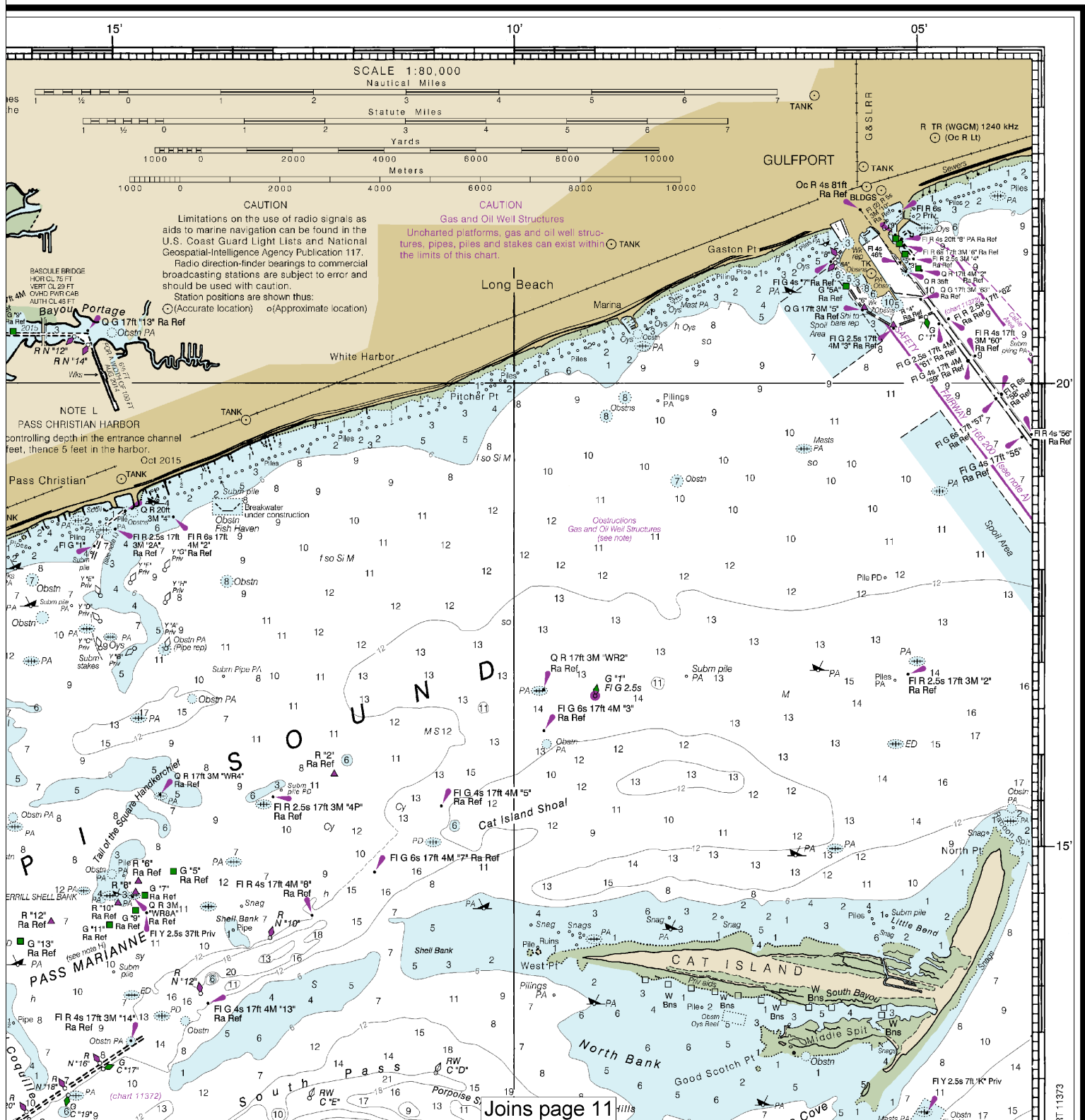


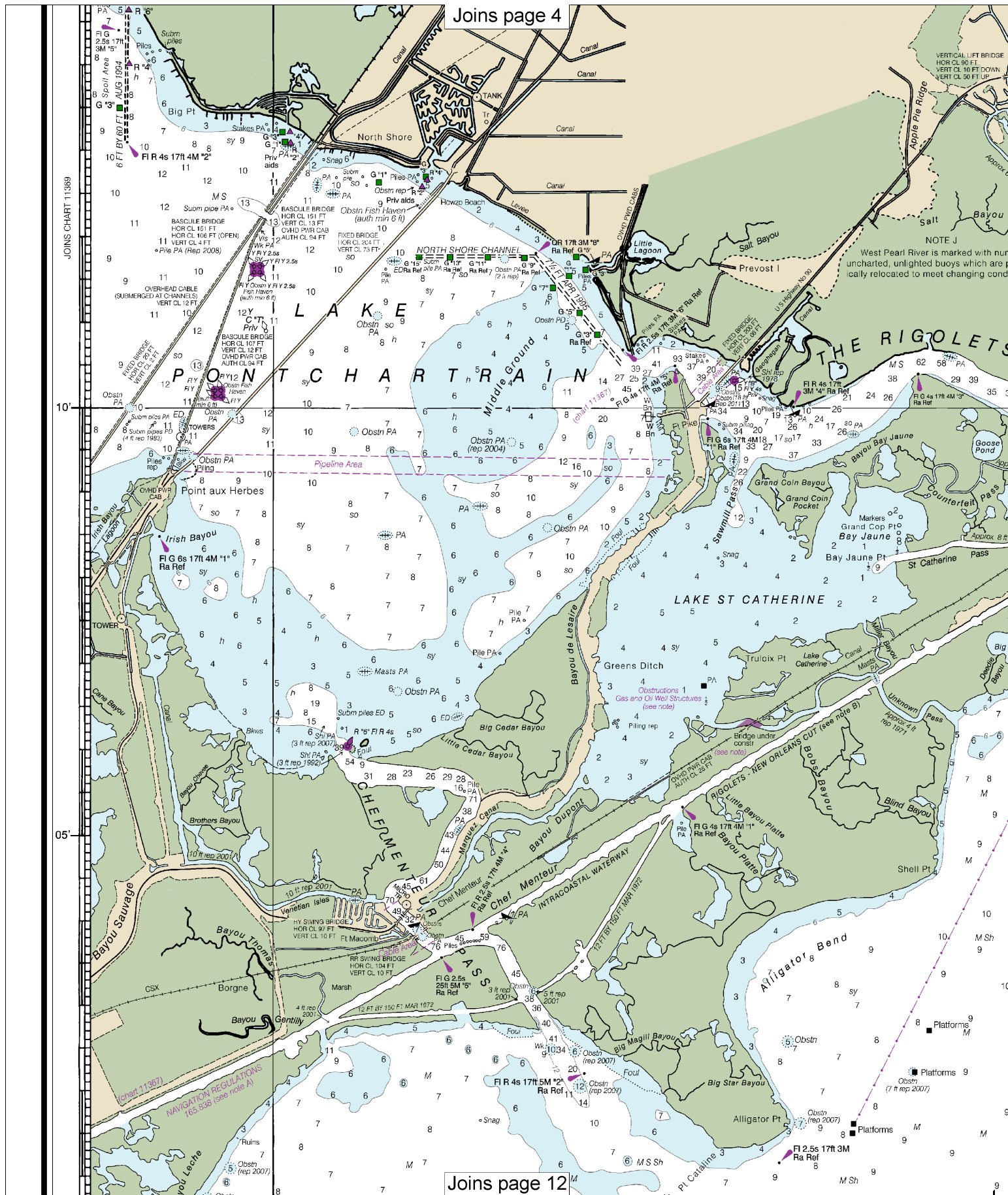
Formerly C&amp;GS 1268, 1st Ed., July 1919 C-1940



5

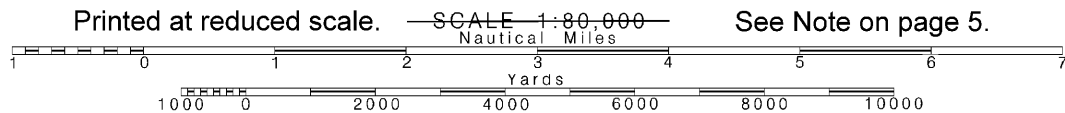


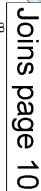


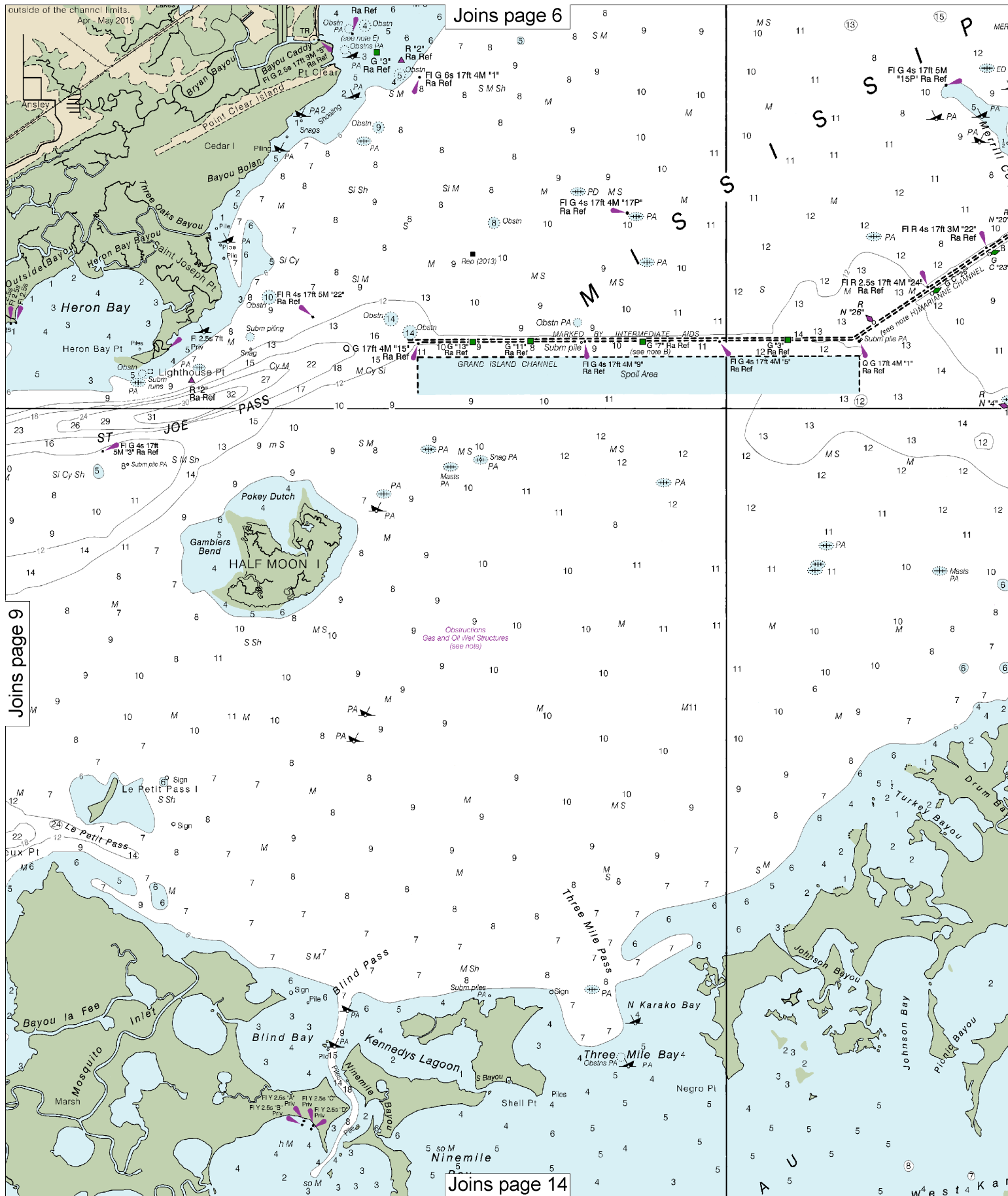


8

Note: Chart grid lines are aligned with true north.





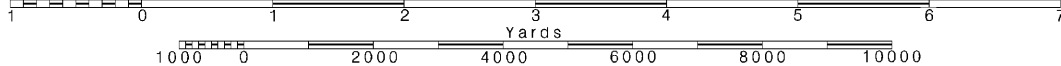


Note: Chart grid lines are aligned with true north.

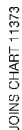
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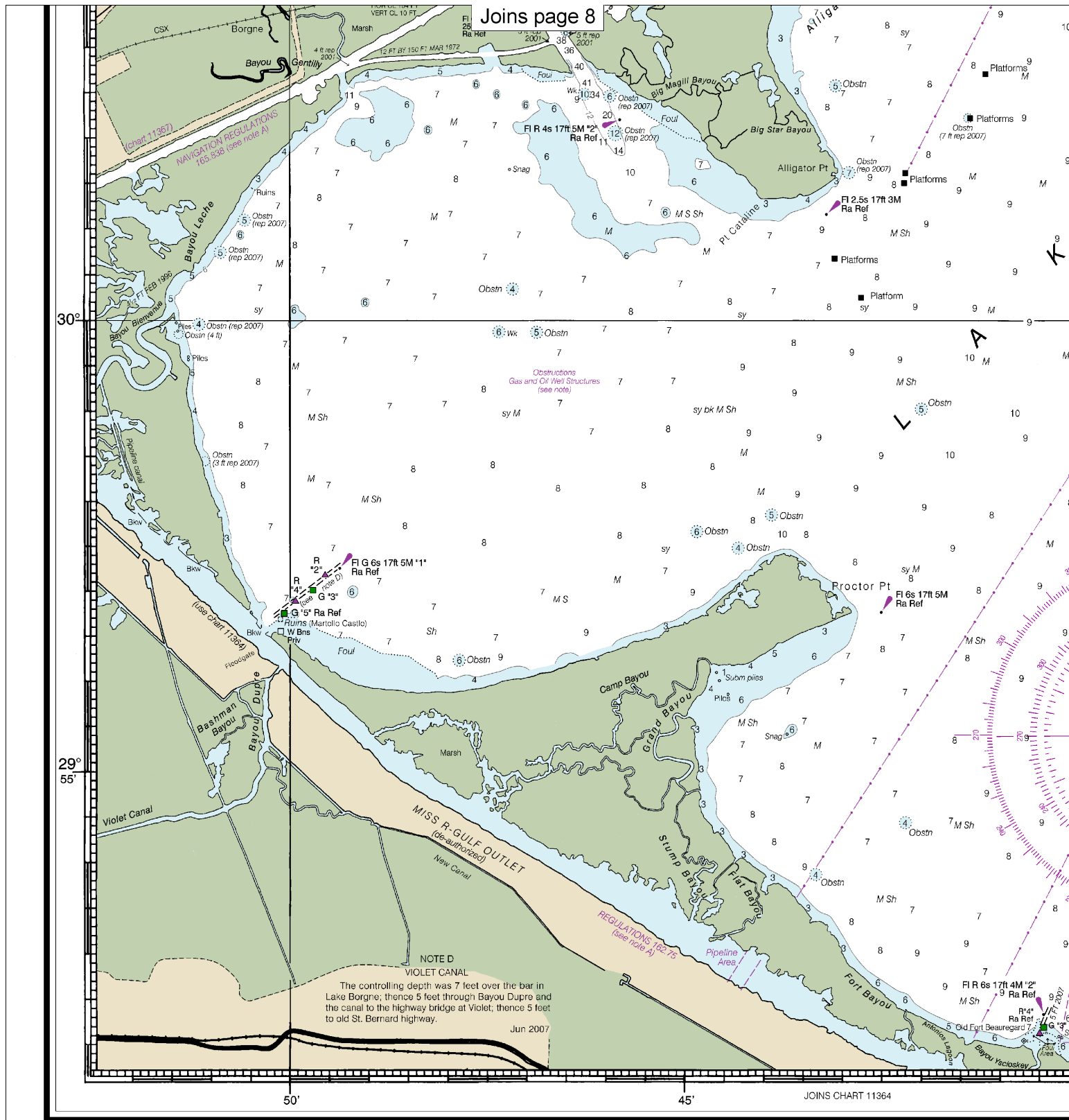
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



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JOINS CHART 11364

11371

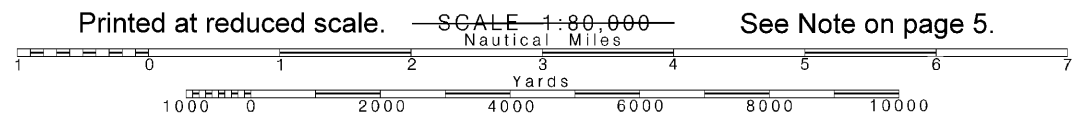
40th Ed., Mar. 2012. Last Correction: 11/30/2016. Cleared through:  
LNM: 4816 (11/29/2016), NM: 4416 (10/29/2016)

**CAUTION**  
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. Ocean Service encourages users to submit corrections, additions, or improvements to the Chief, Marine Chart Division (N/CSD), U.S. Coast Guard, Silver Spring, Maryland 20910-3282.

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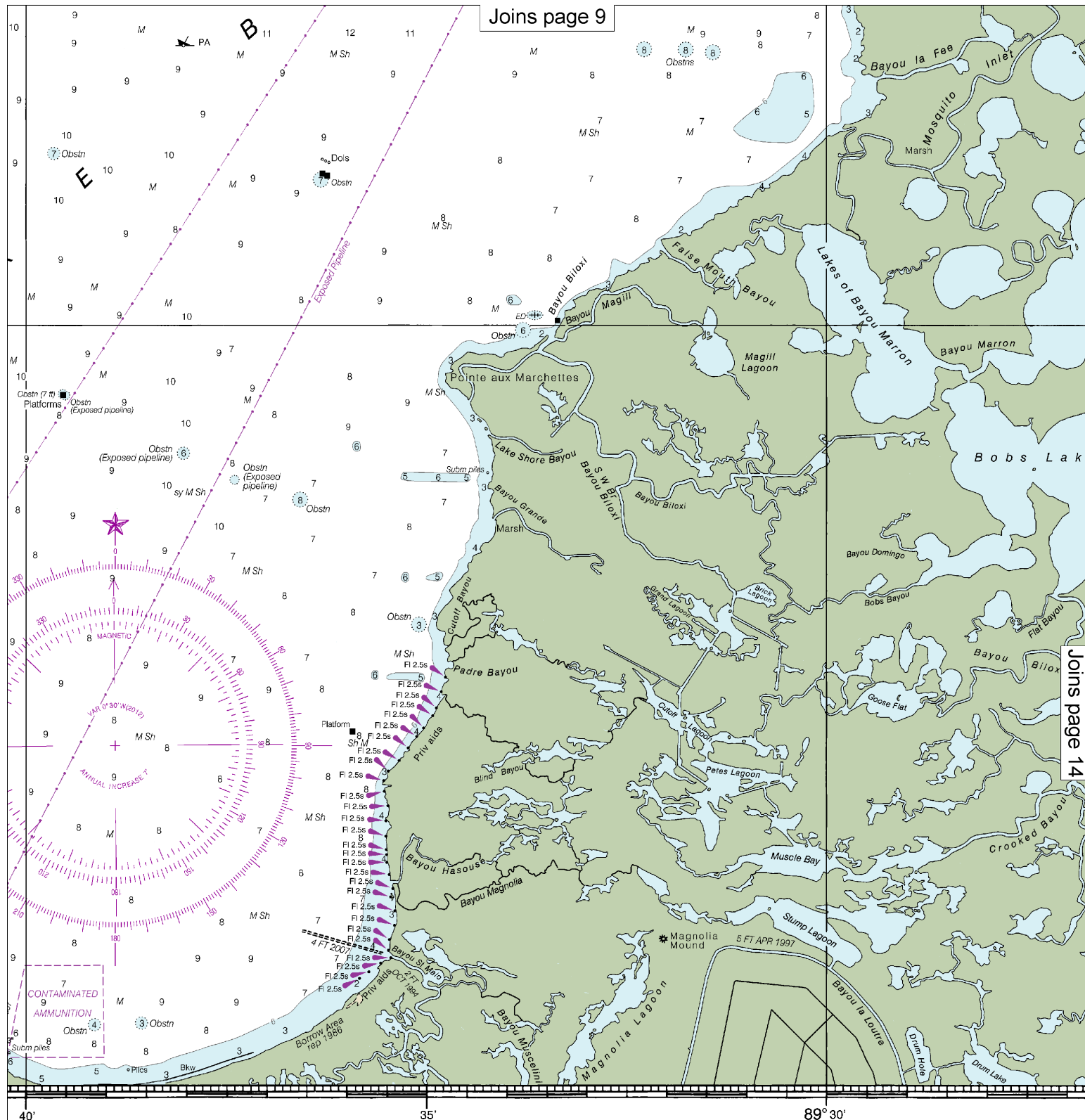
Note: Chart grid lines are aligned with true north.



See Note on page 5.

Joins page 9

Joins page 14



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, National Ocean

Published at Washington, D. C.  
U. S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY







## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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